



**City Summary Crash Report**

**1/1/2017 to 12/31/2017**

City : Abingdon | \*See Notes at End of Report.

Abingdon	Number Of Crashes						Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>WEATHER CONDITION</b>											
Clear	15	0	4	11	26	0	5	1	2	2	29
Cloudy/Overcast	2	0	0	2	4	0	0	0	0	0	7
Snow	1	0	0	1	2	0	0	0	0	0	1
Unknown	2	0	0	2	4	0	0	0	0	0	2
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>39</b>
<b>TYPE OF CRASH</b>											
Angle	4	0	0	4	8	0	0	0	0	0	10
Fixed Object	3	0	0	3	3	0	0	0	0	0	3
Head On	1	0	0	1	2	0	0	0	0	0	3
Parked Motor Vehicle	3	0	0	3	6	0	0	0	0	0	3
Pedestrian	1	0	1	0	1	0	1	1	0	0	2
Rear End	4	0	3	1	8	0	4	0	2	2	7
Turning	4	0	0	4	8	0	0	0	0	0	11
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>39</b>



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<b>CLASS OF CITY</b>												
2,500 TO 5,000	20	0	4	16	36	0	5	1	2	2		39
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>		<b>39</b>
<b>ROAD SURFACE CONDITION</b>												
Dry	16	0	4	12	28	0	5	1	2	2		32
Snow or Slush	1	0	0	1	2	0	0	0	0	0		1
Unknown	2	0	0	2	4	0	0	0	0	0		2
Wet	1	0	0	1	2	0	0	0	0	0		4
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>		<b>39</b>



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<b>CLASS OF TRAFFICWAY</b>											
County & Local Roads Rural	7	0	0	7	13	0	0	0	0	0	16
State Numbered Rural	4	0	2	2	7	0	3	0	2	1	7
Unmarked Highway Rural	9	0	2	7	16	0	2	1	0	1	16
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>39</b>
<b>DAY OF WEEK</b>											
Sunday	2	0	0	2	4	0	0	0	0	0	4
Monday	5	0	0	5	9	0	0	0	0	0	13
Tuesday	2	0	1	1	4	0	1	0	1	0	3
Wednesday	1	0	0	1	2	0	0	0	0	0	3
Thursday	1	0	0	1	1	0	0	0	0	0	1
Friday	6	0	1	5	10	0	1	1	0	0	11
Saturday	3	0	2	1	6	0	3	0	1	2	4
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>39</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>TIME OF DAY</b>											
Midnight	1	0	0	1	2	0	0	0	0	0	1
06 AM	1	0	0	1	2	0	0	0	0	0	3
07 AM	2	0	0	2	4	0	0	0	0	0	5
09 AM	1	0	0	1	2	0	0	0	0	0	3
10 AM	1	0	0	1	2	0	0	0	0	0	2
11 AM	3	0	1	2	5	0	1	1	0	0	6
1 PM	1	0	0	1	2	0	0	0	0	0	2
2 PM	4	0	0	4	6	0	0	0	0	0	7
3 PM	2	0	0	2	4	0	0	0	0	0	5
5 PM	2	0	1	1	3	0	1	0	1	0	2
6 PM	1	0	1	0	2	0	2	0	1	1	2
8 PM	1	0	1	0	2	0	1	0	0	1	1
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>39</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>LIGHT CONDITION</b>											
Darkness, Lighted Road	1	0	1	0	2	0	2	0	1	1	2
Daylight	16	0	3	13	29	0	3	1	1	1	34
Dusk	1	0	0	1	1	0	0	0	0	0	1
Unknown	2	0	0	2	4	0	0	0	0	0	2
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>39</b>
<b>ROAD DEFECTS</b>											
No Defects	15	0	2	13	27	0	3	1	1	1	32
Unknown	5	0	2	3	9	0	2	0	1	1	7
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>39</b>



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Abingdon	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>TRAFFIC CONTROL</b>											
Lane Use Marking	1	0	0	1	2	0	0	0	0	0	3
No Controls	14	0	3	11	25	0	4	1	2	1	25
Stop Sign/Flasher	2	0	1	1	3	0	1	0	0	1	2
Yield	3	0	0	3	6	0	0	0	0	0	9
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>39</b>
<b>ROADWAY FEATURE</b>											
Not Applicable	20	0	4	16	36	0	5	1	2	2	39
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>39</b>



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**1/1/2017 to 12/31/2017**

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Abingdon	Number Of Persons						Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>DRIVER CONDITION</b>											
Emotional	1	0	1	0	1	0	0	0	0	0	1
Normal	30	0	6	24	30	0	2	0	1	1	28
Other/Unknown	2	0	0	2	2	0	0	0	0	0	2
<b>TOTALS</b>	<b>33</b>	<b>0</b>	<b>7</b>	<b>26</b>	<b>33</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>31</b>



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City : Abingdon | \*See Notes at End of Report.

Abingdon		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>DRIVER AGE/GENDER</b>												
15												
	Male	1	0	0	1	1	0	0	0	0	0	1
16												
	Male	1	0	1	0	1	0	1	0	1	0	0
17												
	Male	1	0	0	1	1	0	0	0	0	0	1
18												
	Male	2	0	0	2	2	0	0	0	0	0	2
19												
	Male	1	0	0	1	1	0	0	0	0	0	1
22-24												
	Male	1	0	1	0	1	0	0	0	0	0	1
25-29												
	Male	5	0	1	4	5	0	0	0	0	0	5
30-34												
	Male	1	0	0	1	1	0	0	0	0	0	1
35-39												
	Female	3	0	0	3	3	0	0	0	0	0	3
40-44												
	Female	3	0	0	3	3	0	0	0	0	0	3
	Male	1	0	1	0	1	0	1	0	0	1	0
50-54												
	Male	1	0	1	0	1	0	0	0	0	0	1
55-59												
	Female	3	0	2	1	3	0	0	0	0	0	3
60-64												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	2	0	0	2	2	0	0	0	0	0	2



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>DRIVER AGE/GENDER</b>											
65-69											
Female	1	0	0	1	1	0	0	0	0	0	1
Male	1	0	0	1	1	0	0	0	0	0	1
70-74											
Female	1	0	0	1	1	0	0	0	0	0	1
Unknown											
Not Stated	2	0	0	2	2	0	0	0	0	0	2
<b>TOTALS</b>	<b>33</b>	<b>0</b>	<b>7</b>	<b>26</b>	<b>33</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>31</b>



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>PASSENGER AGE/GENDER</b>												
<b>03</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>05</b>												
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>22-24</b>												
	Male	1	0	1	0	1	0	1	0	1	0	0
<b>25-29</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
<b>30-34</b>												
	Female	2	0	0	2	2	0	0	0	0	0	2
<b>40-44</b>												
	Female	1	0	1	0	1	0	0	0	0	0	1
<b>45-49</b>												
	Female	1	0	1	0	1	0	1	0	0	1	0
<b>65-69</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
<b>TOTALS</b>		<b>10</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>8</b>



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Abingdon	Number Of Persons							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>PEDEDSTRIAN AGE/GENDER</b>												
80-84												
	Female	1	0	1	0	1	0	1	1	0	0	0
<b>TOTALS</b>		<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

Report No : SDM-ERC117

Sorted by : City



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### City Summary Crash Report

1/1/2017 to 12/31/2017

City : Abingdon | \*See Notes at End of Report.

	Total	Number Of Persons		Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
		Fatal	Injury					A	B	C	O

PEDALCYCLIST AGE/GENDER



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b>												
Walking/Riding Against Traffic												
80-84												
	Female	1	0	1	0	1	0	1	1	0	0	0
<b>TOTALS</b>		<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

Abingdon	Number Of Vehicles							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>VEHICLE DEFECTS</b>												
	None	15	0	1	14	15	0	0	0	0	0	19
	Unknown	21	0	6	15	21	0	4	0	2	2	20
<b>TOTALS</b>		<b>36</b>	<b>0</b>	<b>7</b>	<b>29</b>	<b>36</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>39</b>
<b>VEHICLE TYPE</b>												
	Motor Driven Cycle	1	0	1	0	1	0	1	0	0	1	0
	Passenger	17	0	2	15	17	0	0	0	0	0	18
	Pickup	6	0	2	4	6	0	1	0	1	0	7
	SUV	8	0	1	7	8	0	0	0	0	0	10
	Unknown	2	0	0	2	2	0	0	0	0	0	2
	Van/Mini-Van	2	0	1	1	2	0	2	0	1	1	2
<b>TOTALS</b>		<b>36</b>	<b>0</b>	<b>7</b>	<b>29</b>	<b>36</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>39</b>

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DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.